

ANNUAL REPORT

of the

Detroit & Mackinac **RAILWAY COMPANY**

INCLUDING

Traffic Reports of the Road



For the Fiscal Year Ending June 30th

1915

ANNUAL REPORT

of the

Detroit & Mackinac
RAILWAY COMPANY

INCLUDING

Traffic Reports of the Road



For the Fiscal Year Ending June 30th
————— **1915** —————



DIRECTORS AND OFFICERS

BOARD OF DIRECTORS

HENRY K. McHARG.....	Stamford, Conn.
JAMES D. HAWKS	Detroit, Mich.
WALTON FERGUSON	Stamford, Conn.
HENRY K. McHARG, JR.....	Stamford, Conn.
JAMES BROWN MABON	New York, N. Y.

OFFICERS

HENRY K. McHARG, President,	Stamford, Conn.
JAMES D. HAWKS, Vice-Pres. and General Manager,	Detroit, Mich.
GEO. M. CROCKER, 2nd Vice-Pres., Aud. and Pur. Agt.,	Detroit, Mich.
CHAS. B. COLEBROOK, Sec'y-Treas., 40 Wall Street,	New York, N. Y.
JAMES McNAMARA, General Counsel,	Detroit, Mich.
C. W. LUCE, General Superintendent,	East Tawas, Mich.
W. G. MacEDWARD, Gen. Freight and Passenger Agt.,	Bay City, Mich.

General Office: Boyer Building, Detroit, Mich.

HAWKINS. GIES & CO.
CERTIFIED PUBLIC ACCOUNTANTS

NEW YORK
CHICAGO
DETROIT

Sept. 6th, 1915.

J. D. HAWKS, Esq.,

Vice-President and General Manager,

Detroit & Mackinac Ry. Co.,

Detroit, Michigan.

Dear Sir:—We have made an audit of the accounts of the Detroit & Mackinac Railway Company for the fiscal year ending June 30th, 1915, and submit herewith statements setting forth the results of the operations of the property for the period under review. We also submit a balance sheet which reflects the true financial condition of your company at June 30th, 1915, as shown by the books.

Respectfully,

HAWKINS, GIES & CO.

REPORT OF THE VICE-PRESIDENT TO THE STOCKHOLDERS OF THE DETROIT & MACKINAC RAILWAY COMPANY

Detroit, Mich., Oct. 13, 1915.

Business conditions throughout the United States during the past year have, with but few exceptions, been dull and unprofitable, especially so in lumber and forest products, the transportation of which on your road in the past has contributed such a large part of its business. Earnings month by month have shown a steady decrease, and even with the greatest economy in the matter of expenses the road has been unable to reduce expenses as much as gross earnings declined.

Owing to these conditions, after having paid for four years and a half a dividend of 5% on the preferred and 5% on the common stock, it was thought advisable to pass the dividend entirely on the common in June, 1915, especially as the company had continued its improvements, had paid cash for the AuSable & Northwestern narrow gauge road, acquired in June, 1914, and had decided before the close of the year to make the AuSable & Northwestern broad gauge to conform with the other mileage of the system.

At the writing of this report there has been no change in these conditions, our gross earnings still showing, month by month, a steady decline. However, it has been deemed wise to keep up our improvements and we have bought and expect to have in place before the winter starts in, two steel bridges, one over the AuGres on concrete abutments built this summer, and the other at East Tawas, on concrete abutments put in a year ago. The wooden bridges at both these places required overhauling at quite an expense, and it was thought better to put permanent structures in place of them.

With these bridges and a change of line at Ossineke about a mile long, which the company has acquired and graded, but for which concrete piers for a steel bridge which we have on hand, have not been put in place, which we propose doing another year, our main line from Bay City to Cheboygan, 195 miles, with the exception of Alpena, will have permanent bridges and masonry its whole distance, and the number of wooden culverts left greatly diminished, and in the course of two or three years these will be replaced by iron pipe and concrete as the necessity for renewal takes place.

Your line then, with a new bridge at Alpena, or some strengthening of present girders, will be laid, its entire length, with 70 to 85 pound steel rails, steel bridges on concrete, ballasted throughout and physically in as good shape as any of the trunk lines in the State of Michigan.

All that will be required then will be fair treatment from the state in the matter of rates, on both passengers and freight, and an increase of business, and it should put your property, which is capitalized at about fifty percent. less than it would cost to reproduce, on a paying basis.

We have had a surplus of cars and locomotives for the entire year.

The bridge over the AuSable river was finished in October, 1914. Seven wooden culverts were replaced with reinforced concrete and eight with cast iron pipe.

The Great Lakes Stone and Lime Company mentioned in report for 1913 is shipping stone. Other companies are talking of opening more quarries. The road has been kept up to our usual standard.

The number of freight cars in need of extensive repairs has been reduced by 200 cars.

Yours truly,

J. D. HAWKS,

Vice-President and General Manager.

DETROIT & MACKINAC RAILWAY COMPANY.
AUDITOR'S OFFICE.

Detroit, Mich., Sept. 22nd, 1915.

J. D. HAWKS, ESQ.,

Vice-President and General Manager:

Dear Sir:—I herewith submit statements of the general accounts and tables showing the result of operation of the Detroit & Mackinac Railway Company for the fiscal year ending June 30, 1915, as follows:

TABLE A—Condensed Balance Sheet.

TABLE B—Income Account.

TABLE C—Particulars of Bonded Debt.

TABLE D—Comparative Financial Statement.

TABLE E—Earnings and Expenses by years.

TABLE F—Earnings and Expenses by months.

TABLE G—Operating Expenses.

TABLE H—Mileage.

TABLE I—Classification of Freight Tonnage.

TABLE J—Statistics for the year.

TABLE K—Rolling Stock.

TABLE L—Spurs, Sidings and Branches.

Respectfully,

GEORGE M. CROCKER,

Auditor.

TABLE — A.

DETROIT & MACKINAC RAILWAY COMPANY

CONDENSED GENERAL BALANCE SHEET, JUNE 30, 1915.

Assets		Liabilities	
Cost of Road.....	\$4,919,630 76	Capital Stock { Common	\$2,000,000 00
Cost of Equipment.....	725,921 95	{ Preferred	950,000 00
D. & M. Ry. { First Lien Bonds.....	\$450,000 00	{ First Lien Bonds.....	1,500,000 00
Treas. { Mortgage Bonds ..	500,000 00	{ Mortgage Bonds	1,750,000 00
		Bank of the Manhattan Co.—Loan.....	130,000 00
A. S. & N. W. Ry.—balance.....	950,000 00	Interest on Funded Debt—accrued, but not due.	7,666 67
Material and supplies on hand.....	37,373 23	Reserve for Taxes, accrued, but not due.....	45,808 30
	55,798 66	Reserve for personal injury claims.....	3,927 19
		Reserve for accrued depreciation—Rail.....	191,618 27
		Reserve for accrued depreciation—Equipment....	83,900 95
Cash and Current Assets.		Current Liabilities.	
Cash on hand	3,986 47		
Internal Revenue Stamp Acct.....	171 20		
Due from Co.'s and Individuals.....	16,508 44		
Due from Station Agents	17,451 91		
Net Traffic Balances	12,648 40		
Insurance paid in advance.....	607 95		
		Audited Vouchers and Pay Rolls.....	77,177 59
			<hr/>
			\$6,740,098 97

TABLE — B.**DETROIT & MACKINAC RAILWAY COMPANY.****INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1915.**

Operating Revenues	\$1,077,317	24
Operating Expenses	793,735	41
Net Operating Revenue	\$ 283,581	83
Hire of Equipment—Credit balance.....	57,990	56
Depreciation prior to June 30th, 1907, on equipment retired	5,039	70
Sundry items	288	84
Total Net Income	\$ 346,900	93
Deduct:		
Taxes	\$ 82,490	65
Interest on Funded Debt	92,000	00
Preferred Stock Dividend	47,500	00
Common Stock Dividend	50,000	00
Interest and Discount	3,442	64
Outside Operations—deficit	3,054	00
	\$ 278,487	29
Surplus	\$ 68,413	64
Additions and Betterments	\$ 47,755	50
Applied on purchase A. S. & N. W. Ry.....	15,001	51
Emerson Gravel Pit	5,656	63
	\$ 68,413	64

TABLE — C.**PARTICULARS OF BONDED DEBT.**

Class of Bonds	Amount Outstanding	INTEREST		Interest Accrued During Year	Principal Due
		Rate	When Payable		
First Lien	\$1,050,000 00	4%	June and December	\$42,000 00	June 1, 1995
Mort.	1,250,000 00	4%	June and December	50,000 00	June 1, 1995
	\$2,300,000 00			\$92,000 00	

TABLE — D.
DETROIT & MACKINAC RAILWAY COMPANY
COMPARATIVE FINANCIAL STATEMENT

	June 30, 1913.	June 30, 1914.	June 30, 1915.
Current Assets.			
Cash	\$ 4,247 18	\$ 3,514 92	\$ 3,986 47
Due from Station Agents and Others	33,745 57	42,699 54	34,131 55
Traffic Balances	4,579 84	5,156 26	12,648 40
Material and Supplies on Hand	76,900 66	66,588 75	55,798 66
Prepaid and Deferred Charges	454 30	451 15	607 95
Totals	\$ 119,927 55	\$ 118,410 62	\$ 107,173 03
Less Current Liabilities.			
Audited Vouchers and Pay Rolls	\$ 65,497 90	\$ 110,413 00	\$ 77,177 59
Notes Payable	134,865 00	135,000 00	130,000 00
Accrued Taxes, Interest and Rentals	65,354 45	59,246 30	53,474 97
Totals	\$ 265,717 35	\$ 304,659 30	\$ 260,652 56
Net	*\$ 145,789 80	*\$ 186,248 68	*\$ 153,479 53
Capital Assets.			
Cost of Road	\$4,919,630 76	\$4,972,005 50	\$4,919,630 76
Cost of Equipment	737,204 25	737,811 11	725,921 95
Construction Accounts	10,140 95	.....	37,373 23
Totals	\$5,666,975 96	\$5,709,816 61	\$5,682,925 94
Net Assets	\$5,521,186 16	\$5,523,567 93	\$5,529,446 41
Representing—			
Bonds Issued—First Lien	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00
Bonds Issued—Mortgage	1,250,000 00	1,250,000 00	1,250,000 00
Stock Issued—Common	2,000,000 00	2,000,000 00	2,000,000 00
Stock Issued—Preferred	950,000 00	950,000 00	950,000 00
Reserves	271,186 16	273,567 93	279,446 41
Totals	\$5,521,186 16	\$5,523,567 93	\$5,529,446 41
*Debit balance.			

TABLE E

DETROIT & MACKINAC RAILWAY COMPANY

EARNINGS AND EXPENSES BY YEARS

	1911	Per Cent.	1912	Per Cent.	1913	Per Cent.	1914	Per Cent.	1915	Per Cent.
EARNINGS—	Amount		Amount		Amount		Amount		Amount	
Freight	\$ 788,511 01	66.99	\$ 842,320.68	67.49	\$ 818,459 70	65.88	\$ 795,306 34	65.71	\$ 695,580 42	64.57
Passenger	316,705 38	26.91	330,960.40	26.52	339,835 31	27.36	336,571 93	27.80	303,072 26	28.13
Mail	29,675 53	2.52	31,001.01	2.48	33,499 15	2.69	34,331 99	2.84	34,326 19	01.86
Express	17,458 84	1.48	18,452.51	1.48	21,131 77	1.70	18,370 20	1.52	20,075 31	03.19
Other Sources	24,748 29	2.10	25,367.14	2.03	29,400 97	2.37	25,752 96	2.13	24,263 06	02.25
Total	\$1,177,099 05	100%	\$1,248,101.74	100%	\$1,242,326 90	100%	\$1,210,333 42	100%	\$1,077,317 24	100%
EXPENSES—										
Maint. Way and Structures	\$ 174,532 05	21.22	\$ 201,751.89	22.46	\$ 166,414 62	19.66	\$ 147,397 89	17.28	\$ 135,504 78	17.07
Maint. Equipment	203,438 91	24.74	218,290.44	24.30	174,768 39	20.64	195,752 58	22.95	200,024 61	25.20
Traffic Expense	26,065 30	3.17	29,503.52	3.29	26,969 09	3.18	28,544 72	3.35	24,667 77	03.11
Transportation Expense	385,414 59	46.87	411,688.28	45.84	443,602 31	52.39	448,330 02	52.57	398,888 66	50.26
Miscellaneous Operation									1,138 04	14
General Expense	32,944 23	4.00	36,879.00	4.11	34,941 84	4.13	32,854 69	3.85	33,511 55	4.22
Total	\$ 822,399 08	100%	\$ 898,113.13	100%	\$ 846,696 25	100%	\$ 852,879 90	100%	\$ 793,735 41	100%
Net Earnings	354,699 97	30.13	349,988.61	28.04	395,630 65	31.84	357,453 52	29.53	283,581 83	24.32
Taxes	101,591 11	8.63	101,804.72	8.16	103,518 25	8.33	105,904 48	8.75	82,490 65	07.66
Net Earnings, less Taxes	253,108 86	21.50	248,183.89	19.88	292,112 40	23.51	251,549 04	20.78	201,091 18	18.66

T A B L E F .

DETROIT & MACKINAC RAILWAY COMPANY

STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR ENDING JUNE 30TH, 1915

EARNINGS

Earnings	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Freight	\$ 59,633.46	\$ 56,131.86	\$ 64,013.32	\$ 67,945.68	\$ 52,425.19	\$ 38,876.72	\$ 48,247.62	\$ 58,001.08	\$ 70,433.55	\$ 63,602.09	\$ 57,102.98	\$ 59,166.87
Passenger	35,031.45	37,316.90	25,947.16	26,011.75	26,496.00	24,524.91	21,301.50	16,810.42	22,094.33	22,552.16	21,489.77	23,495.91
Express	1,775.86	1,993.69	1,937.62	2,442.13	1,904.03	2,030.46	1,877.57	1,839.37	1,569.80	867.70	837.08	1,000.00
Mail	2,861.16	2,861.16	2,861.16	2,860.16	2,861.16	2,861.16	2,861.16	2,860.66	2,860.05	2,857.46	2,860.23	2,860.67
Other Sources	4,356.13	3,753.62	2,193.51	1,885.55	2,339.77	1,384.08	1,188.30	1,064.41	1,334.55	1,374.09	1,638.72	1,750.33
Totals	\$103,658.06	\$102,057.23	96,952.77	\$101,145.27	\$ 86,026.15	\$ 69,677.33	\$ 75,476.15	\$ 80,575.94	\$ 98,292.28	\$ 91,253.50	\$ 83,928.78	\$ 88,273.78

EXPENSES.

Oper. Expenses	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Maint. Way and S	\$ 13,062.45	\$ 12,826.89	\$ 12,241.28	\$ 11,871.47	\$ 14,553.33	\$ 8,810.17	\$ 8,991.77	\$ 9,320.52	\$ 8,355.46	\$ 11,978.91	\$ 15,536.24	\$ 7,956.29
Maint. Equipment	16,709.31	15,634.98	15,684.93	16,827.94	13,163.68	16,366.26	14,845.49	14,960.43	18,153.82	17,654.45	16,897.67	23,125.65
Traffic	2,227.95	1,935.49	1,783.16	2,751.55	3,068.82	2,186.05	1,935.40	1,335.14	1,782.88	1,909.14	1,794.43	1,957.76
Transportation	35,208.08	33,804.21	33,905.65	34,342.18	34,347.64	30,947.14	34,395.51	34,565.98	33,043.68	31,434.69	31,479.30	31,414.60
Miscellaneous	339.56	438.72	213.66	29.45	.....	.....	.....	.....	.....	.....	.....	116.65
General	2,629.44	2,597.59	2,749.90	2,767.26	2,713.06	2,806.68	2,825.87	3,245.97	2,653.47	2,899.50	3,058.29	2,564.52
Totals	\$ 70,176.79	\$ 67,237.88	\$ 66,578.58	\$ 68,589.85	\$ 67,846.53	\$ 61,116.30	\$ 62,994.04	\$ 63,428.04	\$ 63,989.31	\$ 65,876.69	\$ 68,765.93	\$ 67,135.47
Net Earnings	\$ 33,481.27	\$ 34,819.35	\$ 30,374.19	\$ 32,555.42	\$ 18,179.62	\$ 8,561.03	\$ 12,482.11	\$ 17,147.90	\$ 34,302.97	\$ 25,376.81	\$ 15,162.85	\$ 21,138.31
Prop. Exp. to Earnings	67.70 %	69.31 %	68.67 %	67.81 %	78.87 %	87.71 %	83.46 %	78.72 %	65.10 %	72.19 %	81.93 %	76.05 %

TABLE—G.
DETROIT & MACKINAC RAILWAY COMPANY.
OPERATING EXPENSES.

Maintenance of Way and Structures.

	1914		1915	
	Amount	%	Amount	%
Superintendence	\$ 5,179 67	.61	\$ 5,938 43	.75
Ballast	593 62	.07	476 20	.06
Ties	29,376 60	3.44	18,223 95	2.30
Rails	20 20	.....	.....	.....
Rail Depreciation .....	.....	.....	.....	.....
Other Track Material	4,878 03	.57	4,613 74	.58
Roadway and Track	78,260 04	9.18	72,617 13	9.15
Removal of Snow, Sand and Ice.....	7,694 41	.90	5,919 97	.75
Tunnels .....	.....	.....	.....	.....
Bridges, Trestles and Culverts.....	4,044 99	.47	5,922 95	.75
Over and Under Grade Crossings...	72 74	.01	.....	.....
Grade Crossings, Fences, Cattle Guards and Signs	3,075 66	.36	5,775 56	.73
Snow and Sand Fences and Snow Sheds	56 06	.01	186 70	.02
Signals and Interlocking Plants.....	210 31	.03	325 21	.04
Telegraph and Telephone Lines.....	2,070 79	.24	2,142 35	.27
Electric Power Transmission.....	.....	.....	.....	.....
Buildings, Fixtures and Grounds....	10,923 14	1.28	9,544 29	1.20
Docks and Wharves	609 54	.07	1,342 41	.17
Roadway Tools and Supplies.....	2,857 99	.33	5,486 49	.69
Injuries to Persons .....	.....	.....	.....	.....
Insurance .....	.....	.....	452 62	.05
Stationery and Printing.....	204 16	.02	162 88	.02
Other Expenses	89 77	.01	80 93	.01
Mnt. Jt. Trks., Yds. and Other Facilities—Dr.	483 50	.06	450 89	.05
Mnt. Jt. Trks., Yds. and Other Facilities—Cr.	3,297 33	.38	4,157 92	.52
Total	\$147,397 89	17.28	\$135,504 78	17.07

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

Maintenance of Equipment.

	1914		%	1915		%
	Amount			Amount		
Superintendence	\$ 6,195 42	.73		\$ 6,031 07	.76	
Steam Locomotives—Repairs	67,717 14	7.94		53,192 16	6.70	
Steam Locomotives—Renewals						
Steam Locomotives—Depreciation ..	.....	.....		5,934 00	.75	
Electric Locomotives—Repairs						
Electric Locomotives—Renewals						
Electric Locomotives—Depreciation..						
Passenger Train Cars—Repairs	18,937 74	2.22		14,319 20	1.80	
Passenger Train Cars—Renewals						
Passenger Train Cars—Depreciation..	.....	.....		4,389 60	.55	
Freight Train Cars—Repairs	94,380 12	11.07		91,096 85	11.48	
Freight Train Cars—Renewals	348 99	.04		3,819 29	.48	
Freight Train Cars—Depreciation ..	.....	.....		16,026 36	2.02	
Electric Equipment of Cars—Repairs..						
Electric Equipment of Cars—Renewals						
Electric Equipment of Cars—Dep'n..						
Work Equipment—Repairs	1,858 10	.22		706 54	.09	
Work Equipment—Renewals .....	.....	.....		113 20	.01	
Work Equipment—Depreciation .....	.....	.....		528 48	.06	
Shop Machinery and Tools.....	4,564 35	.53		2,324 97	.30	
Power Plant Equipment.....						
Injuries to Persons.....	500 20	.06		447 04	.06	
Stationery and Printing	369 24	.04		388 78	.05	
Other Expenses	881 28	.10		707 07	.09	
Total	\$195,752 58	22.95		\$200,024 61	25.20	

Traffic Expenses.

Superintendence	\$ 18,210 96	2.14		\$ 16,073 84	2.03	
Outside Agencies	30 00	.....		.....	.....
Advertising	2,746 60	.32		1,130 22	.14	
Traffic Associations	904 76	.10		838 87	.11	
Fast Freight Lines .....	.....	.....		.....	.....
Industrial and Immigration Bureaus	260 00	.03		10 00	.....
Stationery and Printing.....	6,392 40	.76		6,614 84	.83	
Other Expenses						
Total	\$ 28,544 72	3.35		\$ 24,667 77	2.11	

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

Transportation Expenses.

	1914			1915		
	Amount	%		Amount	%	
Superintendence	\$ 21,491	25	2.52	\$ 21,087	50	2.66
Despatching Trains	5,538	88	.65	5,528	50	.70
Station Employees	71,848	70	8.42	71,607	66	9.02
Weighing and Car Service Ass'ns...	661	92	.08	661	89	.08
Stock Yards and Grain Elevators...						
Coal and Ore Docks.....						
Station Supplies and Expenses.....	4,323	56	.51	4,166	54	.52
Yard Masters and their Clerks.....	3,719	72	.44	3,424	34	.43
Yard Conductors and Brakemen....	12,393	60	1.44	9,810	03	1.24
Yard Switch and Signal Tenders....						
Yard Supplies and Expenses.....	389	23	.05	438	81	.06
Yard Enginemen	8,625	34	1.01	6,540	32	.82
Engine House Expenses—Yard.....	2,517	98	.30	2,285	12	.30
Fuel for Yard Locomotives.....	23,652	79	2.77	18,688	28	2.36
Water for Yard Locomotives.....	1,469	42	.17	1,350	23	.17
Lubricants for Yard Locomotives...	470	91	.04	543	92	.07
Other Sup. for Yard Locomotives...	202	37	.02	142	34	.02
Op. Joint Yards and Terminals—Dr.	410	00	.05	412	75	.05
Op. Joint Yards and Terminals—Cr.						
Road Enginemen	57,207	12	6.72	51,576	85	6.50
Engine House Expenses—Road.....	12,070	61	1.42	11,338	19	1.43
Fuel for Road Locomotives.....	106,144	58	12.45	79,475	98	10.01
Water for Road Locomotives.....	5,728	02	.67	5,113	04	.64
Lubricants for Road Locomotives...	1,862	76	.22	2,111	94	.27
Other Supplies for Road Locomotives	785	90	.09	474	63	.06
Operating Power Plants.....						
Purchased Power						
Road Trainmen	62,974	77	7.38	59,086	82	7.44
Train Supplies and Expenses.....	22,092	95	2.59	20,156	86	2.54
Interlockers, Blk. and Other Signals						
—Operation	240	06	.03	40	00	.....
Crossing Flagmen and Gatemen....	4	71	.....	4	99	.....
Drawbridge Operation	1,276	05	.15	1,160	53	.15
Clearing Wrecks	1,533	75	.18	620	10	.08
Telegraph and Telephone—Operation	2,118	80	.25	2,101	58	.26
Operating Floating Equipment.....						
Express Service						
Stationery and Printing.....	5,708	77	.67	5,470	64	.69
Other Expenses	475	26	.06	335	72	.04
Loss and Damage—Freight.....	4,586	38	.54	6,286	26	.79
Loss and Damage—Baggage.....	100	18	.01	216	50	.03
Damage to Property	452	76	.05	599	06	.07
Damage to Stock on Right of Way..	725	65	.09	864	81	.11
Injuries to Persons.....	5,531	85	.65	6,000	00	.76
Operating Joint Tracks—Dr.....						
Operating Joint Tracks—Cr.....	1,006	58	.12	834	07	.11
Total	\$448,330	02	52.57	\$398,888	66	50.26

Miscellaneous Operations.

Dining and Buffet Services.....	\$	1,138	04	.14
---------------------------------	----	-------	----	-----

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

General Expenses.

	1914		1915	
	Amount	%	Amount	%
Salaries and Expenses of General Officers	\$ 12,334 23	1.45	\$ 12,395 16	1.56
Salaries and Expenses of Clerks and Attendants	8,875 15	1.04	8,878 89	1.12
General Office Supplies and Expenses	1,637 55	.19	1,493 96	.19
Law Expenses	6,547 76	.77	6,883 83	.87
Insurance	615 61	.07	.....	.....
Relief Department Expenses.....				
Pensions	705 00	.08	900 00	.11
Stationery and Printing	973 61	.11	1,303 68	.16
Other Expenses	1,165 78	.14	1,656 03	.21
Gen. Adm. Joint Tracks, Yards and Terminals—Dr.				
Gen. Adm. Joint Tracks, Yards and Terminals—Cr.				
Totals	\$ 32,854 69	3.85	\$ 33,511 55	4.22

TABLE—H.

STATEMENT OF MILEAGE, JUNE 30, 1915.

Main Line.

Bay City to Cheboygan.....	195.02
----------------------------	--------

Branches.

Omer to Au Gres.....	7.95
Emery Junction to Rose City.....	31.21
Emery Junction to Prescott.....	11.85
Alabaster Junction to Alabaster.....	4.35
Au Sable to Comins	50.41
Lincoln Junction to Lincoln.....	14.38
Hillman Junction to Hillman.....	22.40
Rogers City Junction to Rogers City.....	13.70
Various Logging Branches	45.85
Total	202.10
Total Main Line and Branches.....	397.12
Yard Tracks and Sidings	119.18
Total, all Tracks	516.30

TABLE—I.
DETROIT & MACKINAC RAILWAY COMPANY.

CLASSIFICATION OF FREIGHT TONNAGE

Products of Agriculture—	1914		1915	
	Tons.	Per Cent.	Tons.	Per Cent.
Grain	10,834	1.00	9,844	1.09
Flour	4,047	.37	4,336	.48
Other Mill Products	640	.06	622	.07
Hay	4,692	.43	5,271	.57
Fruits nad Vegetables	21,715	2.00	25,445	2.82
Potatoes	4,189	.39	5,307	.59
Total	46,117	4.25	50,825	5.62
Products of Animals—				
Live Stock	6,694	.62	6,324	.70
Dressed Meats	358	.03	73	.01
Other packing house products....	103	.01	58	.01
Poultry, Game and Fish.....	41	....	342	.04
Wool	107	.01	314	.04
Hides and Leather	7,599	.70	7,386	.82
Total	14,902	1.37	14,497	1.62
Products of Mines—				
Anthracite Coal	4,611	.42	7,072	.79
Bituminous Coal	72,825	6.69	59,249	6.58
Coke	1,306	.12	1,076	.12
Stone, Sand and other like articles	206,562	18.99	203,530	22.60
Other products of mines.....	3,331	.31	2,179	.24
Total	288,635	26.53	273,106	30.33
Products of Forest—				
Lumber	89,572	8.23	72,724	8.07
Logs	210,193	19.32	99,125	11.00
Other forest products.....	157,705	14.50	125,832	13.97
Total	457,470	42.05	297,681	33.04
Manufactures—				
Petroleum and other oils.....	3,194	.29	4,082	.45
Sugar	1,461	.14	1,332	.15
Paper	14,825	1.36	12,330	1.37
Iron, pig and bloom.....	1,547	.14	1,071	.12
Other iron and machinery.....	6,320	.58	4,603	.51
Cement brick and lime	131,367	12.08	162,630	18.05
Agricultural implements	444	.04	262	.03
Wagons, carriages, tools, etc....	368	.03	300	.03
Wines, liquors and beers.....	1,665	.15	1,431	.16
Household goods and furniture...	1,035	.10	860	.10
Total	162,226	14.91	188,901	20.97
Merchandise	71,376	6.56	58,719	6.52
Miscellaneous—Other car load commodities not mentioned above.....	47,052	4.33	17,141	1.90
Grand total	1,087,778	100%	900,870	100%

TABLE—J.**DETROIT & MACKINAC RAILWAY COMPANY.****PASSENGER STATISTICS.**

	1914.	1915
No. of Passengers carried.....	397,157	358,794
No. of Passengers carried one mile per mile of road	35,201	31,516
Av'ge dist. each Pass'r carried (miles)...	35.47	34.51
Total Passenger Revenue	\$ 336,571.93	\$ 303,072.26
Average Am't received from each Pass...	.84.745	.84.470
Average Receipts per Pass., per mile....	.02.390	.02.477
Total Passenger Earnings	397,436.11	364,065.39
Passenger Earnings per mile of road....	993.04	928.78
Passenger Earnings per train mile.....	.89.140	.81.260
Average No. Passengers per train mile..	.31.598	.27.572

FREIGHT STATISTICS.

No. Tons car'd of frgt. earning revenue..	1,087,778	900,870
No. Tons carried one mile.....	92,659,413	69,385,007
No. Tons car'd one mile per mile of road.	231,521	176,597
Average distance haul of one ton (miles)	85.17	77.02
Total Freight Revenue	\$ 795,306.34	\$ 695,580.42
Av'ge Am't rec. for each ton of freight...	.73.113	.77.212
Average Receipts, per ton, per mile.....	.00.856	.01.002
Freight Revenue, per mile of road.....	1,987.17	1,770.38
Freight Revenue, per train mile.....	2.38.879	2.57.35
Average No. of Tons, per train mile.....	278.31	256.71
Average No. of Tons, per loaded car mile	21.07	17.98
Average No. of Cars per train mile.....	19.99	18.73

PASSENGER AND FREIGHT STATISTICS.

Passenger and Freight Revenue.....	\$1,131,878.27	\$ 998,652.68
Pass. and Frt. Revenue, per mile of road	2,828.14	2,541.75
Gross Earnings from Operation.....	1,210,333.42	1,077,317.24
Gross Earnings from oper., per mile of rd.	3,024.17	2,741.96
Gross Earnings from oper., per train mile	1.86.969	1.81.70

OPERATING STATISTICS.

Operating Expenses	\$ 852,879.90	\$ 793,735.41
Operating Expenses, per mile of road....	2,131.03	2,020.20
Operating Expenses, per train mile.....	1.31.750	1.33.87
Net from operating revenues.....	357,453.52	283,581.83
Net operating revenue, per mile of road..	893.14	721.76
Ratio of Expense to Earnings.....	68.47 %	73.68 %

TABLE — K.**DETROIT & MACKINAC RAILWAY COMPANY.****EQUIPMENT.**

	1914	1915
Locomotives—		
Passenger	13	13
Freight	20	20
Switching	2	2
	<hr/>	<hr/>
Totals	35	35
Passenger Cars—		
First Class	27	27
Combination	7	7
Parlor	2	2
Cafe	1	1
Baggage, Express and Postal	8	8
	<hr/>	<hr/>
Totals	45	45
Freight Cars—		
Refrigerator	12	12
Box	738	705
Coal	372	372
Flat	482	453
Stock	87	85
	<hr/>	<hr/>
Totals	1691	1627
In Company's Service—		
Officers and Pay Cars	1	1
Derrick Cars	1	1
Caboose Cars	12	12
Other Road Cars	51	56
Snow Plow	1	1
Steam Shovel .....	..	1
	<hr/>	<hr/>
Totals	66	72
Summary—		
Total Number of Locomotives Owned	35	35
Total Number of Cars Owned	1802	1744

TABLE — L.**DETROIT & MACKINAC RAILWAY COMPANY.****SIDINGS AND SPUR TRACKS BUILT JULY 1, 1914, TO JULY 1, 1915.**

	Miles	Feet
Spur for Michigan Limestone & Chemical Co.—Rogers City.....		240
Spur for H. M. Louds Sons Co.—Van Ettan Lake.....		466
Spur for Detroit & Mackinac Ry. Co.—Tawas Shops.....		2,050
Spur for Sterling Cedar Co.—Tower		270
Spur for Alpena Portland Cement Co., Alpena.....		1,000
Cut off, Detroit & Mackinac Ry. Co.—A. S. & N. W.—AuSable.....	1	1,820
Spur for Detroit & Mackinac Ry. Co., dock track—Alpena.....		507
Second Spur for Detroit & Mackinac Ry. Co., dock track—Alpena...		387
Third Spur for Detroit & Mackinac Ry. Co., dock track—Alpena....		420
"Y" for Detroit & Mackinac Ry. Co.—Rogers City.....		3,900
Extend Spur Lobdell & Emery Mfg. Co.—Onaway.....		1,200
Extend Spur Richardson Lumber Co., Swan River Spur—Rogers City		400
Spur for Richardson Lumber Co.—Liske		645
Spur for Richardson Lumber Co., one-half mile north Rogers City..		1,450
Spur for Richardson Lumber Co.—Rogers City		5,750
Spur for E. T. Rouse—Au Gres		330
Spur for F. H. Trudell—South Branch.....		600
Spur for D. & M. Coal Dock—Alpena.....		330
Spur for Heinz Pickle Co.—Rose City		350
	<hr/> 5	<hr/> 995

**SIDINGS AND SPUR TRACKS TAKEN UP FROM JULY 1, 1914,
TO JULY 1, 1915.**

	Miles	Feet
Elevator Spur, Detroit & Mackinac Ry.—Pine River.....		450
McKay's Spur, Detroit & Mackinac Ry., two miles south of Tower...		810
Michigan Cooperage Spur—Turner		1,200
A. S. & N. W. Main Line, west of bridge—Au Sable.....		3,540
Gilchrist Branch, Detroit & Mackinac Ry.....	8	
Mahoney's Spur, Detroit & Mackinac Ry.—Onaway.....		700
Mahoney's Spur, Detroit & Mackinac Ry.—Onaway.....		1,100
Stark Spur, Detroit & Mackinac Ry.—Rose City.....		565
Rose City Mfg. Co., Detroit & Mackinac Ry.—Rose City.....		1,570
	<hr/> 9	<hr/> 4,655

Summary.

	Miles	Feet
Number of miles taken up.....	9	4,655
Number of miles built	5	995
Decrease	<hr/> 4	<hr/> 3,660

This is a detailed topographical map of the Detroit & Mackinac Railway area. The map is oriented with North at the top. The railway line is shown as a thick black line with cross-ticks, running from Detroit in the west, through the center, and ending at Mackinac Island in the east. The map includes numerous place names, including Detroit, Ann Arbor, Ypsilanti, Jackson, Lansing, and Mackinac Island. It also shows various geographical features such as Lake Huron, Lake Michigan, and the St. Lawrence River. The map is divided into sections by a grid of latitude and longitude lines. A large circular inset in the upper left corner contains the text "MAP OF DETROIT & MACKINAC RAILWAY." The map is a black and white reproduction of a historical document.

10-9-'12 CENTER 3597

